

# **AGENDA**

## **MAPLE GROVE TRANSIT COMMISSION**

**6:30 P.M.**  
**May 28, 2013**  
**Mayors Conference Room**  
**Maple Grove Government Center**

- A. Call to Order by Chair / Introductions
- B. Open Forum
- C. Approval of Minutes: January 29, 2013
- D. Presentation of 2013 Maple Grove Transit Awards
- E. Discussion of Routes and Statistics
- F. Update on Parkway Station Phase 2
- G. Review Potential Bus Detours Due to Road Construction
- H. Adjournment / Next Meeting: July 30, 2013

**MAPLE GROVE TRANSIT COMMISSION**  
**City of Maple Grove**  
**Meeting of January 29, 2013**

**MINUTES**

**Members Present:** Terry Coss, Jaime Renner, Teri Anderson, Jeremy Miller, Mandy Knudsen, and Mark Davison.

**Members Absent:** none

**Also Present:** Mike Opatz - City of Maple Grove, Doyne Parson-Metro Transit, Colleen Swann - Metro Transit, Bill Patten-Midwest Paratransit, and Jodi Carman Kortsha former Transit Commission member.

**Call to Order**

Transit Commission Chair Terry Coss called the meeting to order at 6:30 p.m.

**Open Forum**

No one from the public spoke during the open forum.

**Oath of Office**

The oath of office was administered to reappointed member Jaime Renner.

**Commissioner's Award to Jodi Carman Kortsha**

The City Council on April 21, 2008 appointed Jodi Carman Kortsha to the Maple Grove Transit Commission. However, due to time conflicts, Jodi has submitted a notice of resignation for the Transit Commission. Jodi has shown great dedication and commitment in her Transit Commission duties for the past 5 years. Her input in helping to make Maple Grove Transit successful will be missed. Jodi is a true advocate for Maple Grove Transit, especially for the Route 788. In recognition of her public service, Jodi received the Commissioner's Award from the Maple Grove Transit Commission. Jodi thanked the City and Commission for the opportunity to serve and that she will miss the involvement. She stated her strong belief in the need for public transit and gave driver award nominations for Richard Knight and Jeff Marlin.

**Approve Minutes**

The Commission approved the meeting minutes from November 27, 2012.

**Discussion of Routes and Statistics**

Opatz apologized for the monthly ridership summaries for November and December 2012 not making it into the agenda packet and stated that they would be e-mailed out to the Commission.

Opatz review the most recent daily ridership reports.

Opatz reviewed the chart showing 2012 ridership compared to 2011. For the year, MGT ridership was up 3.30 percent over 2011.

The Commissioner's had the following reports:

- Terry Coss – Provided an oral nomination for Richard Knight a 2013 MGT Transit award. New layover in Minneapolis appears to be working out very well as buses are arriving on time. A rider named Matt had some concerns about picking up the bus prior to the Route 783 layover location. Do the new coach buses have the bus ID numbers inside the bus?
- Teri Anderson – Noticed that ramp is not as full recently. Commuters in their personal vehicles are still not yielding to buses that are entering or leaving the Transit Station facility. Also, the commuters are not yielding to pedestrian or driving in a safe manner. Need to ask the police to patrol the ramp a few times to create better awareness. Should consider allowing all-day parking in the east section of the kiss-n-ride lot due to capacity in the ramp and the congestion in this surface lot.
- Jaime Renner – No major issues to report other than the issue of a Route 785 driving smoking just outside the bus while allowing riders to board. The automated annunciator device in the coach bus was sounding off with street names that were incorrect for the Route 785.
- Mark Davison – All is well, but think it would be great to have a student representative on the Transit Commission representing the Route 789.
- Mandy Knudsen – Route 780 p.m. driver ignored pull cord stop request. When asking the driver to stop, the driver was rude and stopped in front of a snow bank. Otherwise operations are going well.
- Jeremy Miller – Due to changing jobs he has not ridden the bus recently and submitted his resignation for his Transit Commission position. He stated he enjoyed representing the Route 782 and would consider doing so again in the future.

### **.Update on Phase 2 of Parkway Station**

Opatz reported that Maple Grove Transit has begun the design of Phase 2 for Parkway Station and handed out at the meeting designs and color renderings of the project. Below is a brief overview of the project:

- Phase 2 of Parkway Station involves expanding an existing 501-stall surface park-and-ride lot by constructing 298 additional parking stalls of structured parking for a total of 799 stalls at this site. The concrete parking ramp will be constructed using the post-tensioned cast-in-place method. The footings and foundation for the parking ramp were installed in Phase one,

which will greatly shorten the construction period. The design of Phase 2 is currently underway. This project will be ready for construction in June or July of 2013.

- These expansion stalls would cover about 2/3 of the existing surface parking area. A 3rd phase to complete rest of the decked stalls would be planned for a few more years in the future. As footings and foundations are in place, the construction period will be shortened by approximately 20%. Also included will be the necessary access/egress stairs and pedestrian connections to the existing passenger terminal.
- The City is in the process of applying for construction funding from the Minnesota Department of Transportation. The City of Maple Grove is only applying for \$2,071,500 in Chapter 152 funds, which represent 52 percent of the total construction budget of \$3,950,000. The City of Maple Grove has arranged for a 48 percent local match using Metropolitan Council Regional Transit Capital (RTC) grant funds totaling \$1,878,500. The application packet is due December 21 and project selection should be in February 2013.
- The City is working with owner s of the The Grove shopping center to use the emplt lots between Slumberland and Target as a temporary park-and-ride while Phase 2 is being constructed.

### **Review Transit Award Nominations**

Opatz reviewed the transit award nominations received in the past year. Opatz stated all nominations came in via e-mail. Opatz also review the rules governing the awards. After reviewing and discussing the nominations, the Commission voted that the following Metro Transit driver receive a 2013 Transit Awards:

- Carmilla Peterson (*Has not received an award in the past*)
- Morley Lehrer (*Has not received an award in the past*)
- Carol Arthur (*Has not received an award in the past*)
- Bridget McAroy (*Has not received an award in the past*)
- Thomas Noland (*Has not received an award in the past*)
- Richard Knight (*Has received MGT Award in 1999, 2002, 2004, 2006, 2011*)

In addition, the following drivers were approved to receive a Letter of Commendation:

- Bonnie Ripple (*formerly known as Bonnie Lunning and received awards, 1999, 2002, and 2008*)
- Wayne Dalida (*Has received awards in 2012, 2010 and 2008*)
- Jon Bendix (*Has received an award in 2011*)
- Brenda Lutzke (*Has received an award in 2012*)
- Jeff Marlin (*Has received an award in 2010*)

### **I-694 Road Construction**

Recently MNDOT announced a June 2013 road construction project for I-694 between Arden Hills

and Brooklyn Center that will have major impacts on traffic including commuter bus operations. Opatz will get more details as they become available and update the Transit Commission.

**Adjourn / Next Meeting**

- Next Scheduled Regular Meeting: To be determined.
- Being no other business, the meeting was adjourned at 8:10 p.m.
- Minutes submitted by Mike Opatz, Transit Administrator.

# **Maple Grove Transit**

## **2013 Awards Presentation**

- Carmilla Peterson
- Morley Lehrer
- Carol Arthur
- Bridget McAroy
- Thomas Noland
- Richard Knight

# Maple Grove May 2013 Week "1"

Pick Eff 03/09/2013				Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
Route	Trip Time	Trip #	Run #	0501	0502	0503		3		2	
<b>780</b>	553AM	1	3419	17	15	14	46	15	32	16	40 Foot
	625AM	2	3435	15	19	16	50	17	34	17	40 Foot
	656AM	3	3034	25	27	21	73	24	52	26	40 Foot
	728AM	4	3419	24	22	21	67	22	46	23	40 Foot
<b>AM Totals</b>				<b>81</b>	<b>83</b>	<b>72</b>	<b>236</b>	<b>79</b>	<b>164</b>	<b>82</b>	
<b>780</b>	335PM	1	3418	10	17	15	42	14	27	14	40 Foot
	404PM	2	3036	19	14	17	50	17	33	17	40 Foot
	432PM	3	3405	29	28	15	72	24	57	29	40 Foot
	514PM	4	3428	19	21	13	53	18	40	20	40 Foot
<b>PM Totals</b>				<b>77</b>	<b>80</b>	<b>60</b>	<b>217</b>	<b>72</b>	<b>157</b>	<b>79</b>	
<b>780 Total</b>				<b>158</b>	<b>163</b>	<b>132</b>	<b>453</b>	<b>151</b>	<b>321</b>	<b>161</b>	
<b>781</b>	546AM	1	3412	52	50	39	141	47	102	51	Artic
	542AM	2	3406	39	35	28	102	34	74	37	40' - Artic
	553AM	3	3414	29	25	25	79	26	54	27	40' - Artic
	<b>622AM</b>	<b>4</b>	<b>3432</b>	<b>35</b>	<b>34</b>	<b>29</b>	<b>98</b>	<b>33</b>	<b>69</b>	<b>35</b>	<b>Coach</b>
	610AM	5	3424	41	54	46	141	47	95	48	Artic
	641AM	6	3443	40	50	42	132	44	90	45	Artic
	647AM	7	3444	46	30	43	119	40	76	38	Coach
	654AM	8	3452	59	52	37	148	49	111	56	Artic
	642AM	9	3440	59	52	38	149	50	111	56	Artic
	708AM	10	3412	35	37	39	111	37	72	36	Artic
	<b>710AM</b>	<b>11</b>	<b>3401</b>	<b>37</b>	<b>46</b>	<b>39</b>	<b>122</b>	<b>41</b>	<b>83</b>	<b>42</b>	<b>Coach</b>
	654AM	12	3447	55	48	35	138	46	103	52	Artic
	722AM	13	3414	63	53	54	170	57	116	58	Artic
	727AM	14	3045	49	51	49	149	50	100	50	Artic
	712AM	15	3456	42	46	42	130	43	88	44	Artic
	<b>738AM</b>	<b>16</b>	<b>3432</b>	<b>61</b>	<b>46</b>	<b>44</b>	<b>151</b>	<b>50</b>	<b>107</b>	<b>54</b>	<b>Coach</b>
	725AM	17	3406	40	55	35	130	43	95	48	Artic
	755AM	18	3443	51	40	41	132	44	91	46	Artic
	804AM	19	3452	55	63	31	149	50	118	59	Artic
	802AM	20	3424	59	60	53	172	57	119	60	Artic
	1129AM	21	3054	23	15	8	46	15	38	19	40 Foot
<b>AM Totals</b>				<b>970</b>	<b>942</b>	<b>797</b>	<b>2,709</b>	<b>903</b>	<b>1,912</b>	<b>956</b>	
<b>781</b>	1212PM	1	3054	25	20	39	84	28	45	23	40 Foot
	212PM	2	3019	30	37	56	123	41	67	34	40 Foot
	309PM	3	3442	68	41	58	167	56	109	55	Artic
	332PM	4	3031	46	50	82	178	59	96	48	Artic
	340PM	5	3414	28	34	33	95	32	62	31	40' - Artic
	351PM	6	3439	53	49	43	145	48	102	51	Artic
	400PM	7	3409	66	52	44	162	54	118	59	Artic
	<b>405PM</b>	<b>8</b>	<b>3427</b>	<b>35</b>	<b>39</b>	<b>34</b>	<b>108</b>	<b>36</b>	<b>74</b>	<b>37</b>	<b>Coach</b>
	<b>407PM</b>	<b>9</b>	<b>3025</b>	<b>19</b>	<b>5</b>	<b>6</b>	<b>30</b>	<b>10</b>	<b>24</b>	<b>12</b>	<b>Coach</b>
	<b>414PM</b>	<b>10</b>	<b>3438</b>	<b>54</b>	<b>53</b>	<b>35</b>	<b>142</b>	<b>47</b>	<b>107</b>	<b>54</b>	<b>Coach</b>
	<b>421PM</b>	<b>11</b>	<b>3432</b>	<b>46</b>	<b>48</b>	<b>39</b>	<b>133</b>	<b>44</b>	<b>94</b>	<b>47</b>	<b>Coach</b>
	<b>424PM</b>	<b>12</b>	<b>3437</b>	<b>35</b>	<b>50</b>	<b>32</b>	<b>117</b>	<b>39</b>	<b>85</b>	<b>43</b>	<b>Coach</b>
	430PM	13	3442	57	56	31	144	48	113	57	Artic
	435PM	14	3073	84	61	51	196	65	145	73	Artic
	<b>441PM</b>	<b>15</b>	<b>3408</b>	<b>30</b>	<b>32</b>	<b>22</b>	<b>84</b>	<b>28</b>	<b>62</b>	<b>31</b>	<b>Coach</b>
	455PM	16	3076	69	66	51	186	62	135	68	Artic
	456PM	17	3443	39	27	23	89	30	66	33	Artic
	504PM	18	3031	42	41	46	129	43	83	42	Artic
	506PM	19	3414	27	26	24	77	26	53	27	Artic
	518PM	20	3409	25	34	21	80	27	59	30	Artic
	532PM	21	3439	56	48	30	134	45	104	52	Artic
	<b>602PM</b>	<b>22</b>	<b>3437</b>	<b>56</b>	<b>58</b>	<b>31</b>	<b>145</b>	<b>48</b>	<b>114</b>	<b>57</b>	<b>Coach</b>
	632PM	23	3443	29	30	12	71	24	59	30	40' - Artic
<b>PM Totals</b>				<b>1,019</b>	<b>957</b>	<b>843</b>	<b>2,819</b>	<b>940</b>	<b>1,976</b>	<b>988</b>	
<b>781 Total</b>				<b>1,989</b>	<b>1,899</b>	<b>1,640</b>	<b>5,528</b>	<b>1,843</b>	<b>3,888</b>	<b>1,944</b>	

# Maple Grove May 2013 Week "1"

Maple Grove May 2016 Route							Mon - Fri		Mon - Thu		Artic
Pick Eff 03/09/2013				Wed	Thu	Fri	Total	Avg	Total	Avg	
Route	Trip Time	Trip #	Run #	0501	0502	0503		3		2	
782	530AM	1	3401	11	15	10	36	12	26	13	40' - Coach
	559AM	2	3415	21	19	20	60	20	40	20	40' - Coach
	627AM	3	3434	26	28	19	73	24	54	27	40 Foot
	657AM	4	3448	26	31	22	79	26	57	29	40 Foot
	723AM	5	3040	27	19	30	76	25	46	23	40 Foot
AM Totals				111	112	101	324	108	223	112	
782	336PM	1	3428	21	21	24	66	22	42	21	40 Foot
	406PM	2	3026	26	33	31	90	30	59	30	40 Foot
	436PM	3	3411	28	32	13	73	24	60	30	40 Foot
	505PM	4	3418	15	19	10	44	15	34	17	40 Foot
	534PM	5	3438	10	6	6	22	7	16	8	40' - Coach
PM Totals				100	111	84	295	98	211	106	
782 Total				211	223	185	619	206	434	217	
783	533AM	1	3403	12	15	9	36	12	27	14	40 Foot
	601AM	2	3418	20	15	20	55	18	35	18	Coach
	628AM	3	3433	26	26	20	72	24	52	26	Coach
	658AM	4	3449	41	33	37	111	37	74	37	Coach
	728AM	5	3403	25	35	21	81	27	60	30	40 Foot
	821AM	6	3433	19	20	16	55	18	39	20	Coach
AM Totals				143	144	123	410	137	287	144	
783	338PM	1	3042	26	21	22	69	23	47	24	Coach
	410PM	2	3425	35	33	30	98	33	68	34	Coach
	439PM	3	3417	34	36	26	96	32	70	35	Coach
	509PM	4	3042	31	28	18	77	26	59	30	Coach
	539PM	5	3432	19	17	9	45	15	36	18	40' - Coach
PM Totals				145	135	105	385	128	280	140	
783 Total				288	279	228	795	265	567	284	
785	548AM	1	3409	27	29	20	76	25	56	28	Coach
	623AM	2	3429	38	36	24	98	33	74	37	Coach
	648AM	3	3030	53	54	40	147	49	107	54	Artic
	702AM	4	3453	35	52	29	116	39	87	44	Coach
	715AM	5	3409	52	54	41	147	49	106	53	Coach
	730AM	6	3458	27	31	41	99	33	58	29	Coach
	745AM	7	3429	30	33	36	99	33	63	32	Coach
	800AM	8	3415	51	44	27	122	41	95	48	Coach
	818AM	9	3030	42	38	33	113	38	80	40	Artic
AM Totals				355	371	291	1,017	339	726	363	
785	308PM	1	3452	22	26	21	69	23	48	24	40' - Coach
	333PM	2	3451	32	35	43	110	37	67	34	40' - Artic
	403PM	3	3431	51	48	42	141	47	99	50	Artic
	411PM	4	3424	29	28	19	76	25	57	29	Coach
	434PM	5	3436	57	65	61	183	61	122	61	Artic
	448PM	6	3452	43	35	17	95	32	78	39	Coach
	502PM	7	3451	66	57	36	159	53	123	62	Artic
	533PM	8	3431	30	39	18	87	29	69	35	40' - Artic
	603PM	9	3436	12	12	9	33	11	24	12	40' - Artic
PM Totals				342	345	266	953	318	687	344	
785 Total				697	716	557	1,970	657	1,413	707	
789	658AM	1	3454	24	21	17	62	21	45	23	40 Foot
	801AM	2	3444	32	31	29	92	31	63	32	40' - Coach
AM Totals				56	52	46	154	51	108	54	
789	243PM	1	3021	20	14	15	49	16	34	17	40 Foot
	443PM	2	3021	22	21	14	57	19	43	22	40 Foot
PM Totals				42	35	29	106	35	77	39	
789 Total				98	87	75	260	87	185	93	
Grand Total				3,441	3,367	2,817	9,625	3,208	6,808	3,404	

35.75% 34.98% 29.27% 100.00%

453	227	780
5,528	2,764	781-A
619	310	782
795	398	783
1,970	985	785
260	130	789
<b>9,625</b>	<b>4,813</b>	<b>Total</b>



# Maple Grove May 2013 Week "2"

Pick Eff 03/09/2013

									Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
Route	Trip Time	Trip #	Run #	0506	0507	0508	0509	0510		5		4	
<b>780</b>	553AM	1	3419	14	17	17	14	13	75	15	62	16	40 Foot
	625AM	2	3435	21	16	21	19	16	93	19	77	19	40 Foot
	656AM	3	3034	24	26	26	22	18	116	23	98	25	40 Foot
	728AM	4	3419	22	25	22	20	20	109	22	89	22	40 Foot
<b>AM Totals</b>				<b>81</b>	<b>84</b>	<b>86</b>	<b>75</b>	<b>67</b>	<b>393</b>	<b>79</b>	<b>326</b>	<b>82</b>	
<b>780</b>	335PM	1	3418	13	12	10	17	13	65	13	52	13	40 Foot
	404PM	2	3036	21	19	18	17	14	89	18	75	19	40 Foot
	432PM	3	3405	19	22	29	23	22	115	23	93	23	40 Foot
	514PM	4	3428	18	18	18	18	7	79	16	72	18	40 Foot
<b>PM Totals</b>				<b>71</b>	<b>71</b>	<b>75</b>	<b>75</b>	<b>56</b>	<b>348</b>	<b>70</b>	<b>292</b>	<b>73</b>	
<b>780 Total</b>				<b>152</b>	<b>155</b>	<b>161</b>	<b>150</b>	<b>123</b>	<b>741</b>	<b>148</b>	<b>618</b>	<b>155</b>	
<b>781</b>	546AM	1	3412	44	47	46	40	32	209	42	177	44	Artic
	542AM	2	3406	38	38	46	38	29	189	38	160	40	40' - Artic
	553AM	3	3414	26	38	25	32	25	146	29	121	30	40' - Artic
	622AM	4	3432	39	34	42	30	30	175	35	145	36	Coach
	610AM	5	3424	43	53	43	52	37	228	46	191	48	Artic
	641AM	6	3443	51	29	54	47	45	226	45	181	45	Artic
	647AM	7	3444	45	44	41	32	39	201	40	162	41	Coach
	654AM	8	3452	50	49	57	47	42	245	49	203	51	Artic
	642AM	9	3440	47	60	50	46	41	244	49	203	51	Artic
	708AM	10	3412	40	36	29	28	25	158	32	133	33	Artic
	710AM	11	3401	39	46	53	46	31	215	43	184	46	Coach
	654AM	12	3447	46	43	36	53	37	215	43	178	45	Artic
	722AM	13	3414	63	58	56	60	44	281	56	237	59	Artic
	727AM	14	3045	65	40	54	51	48	258	52	210	53	Artic
	712AM	15	3456	30	47	36	40	38	191	38	153	38	Artic
	738AM	16	3432	29	44	52	44	41	210	42	169	42	Coach
	725AM	17	3406	46	47	34	54	33	214	43	181	45	Artic
	755AM	18	3443	46	42	52	44	37	221	44	184	46	Artic
	804AM	19	3452	45	49	40	39	39	212	42	173	43	Artic
	802AM	20	3424	55	63	65	67	39	289	58	250	63	Artic
	1129AM	21	3054	21	23	18	27	14	103	21	89	22	40 Foot
<b>AM Totals</b>				<b>908</b>	<b>930</b>	<b>929</b>	<b>917</b>	<b>746</b>	<b>4,430</b>	<b>886</b>	<b>3,684</b>	<b>921</b>	
<b>781</b>	1212PM	1	3054	28	28	26	29	53	164	33	111	28	40 Foot
	212PM	2	3019	37	29	25	33	41	165	33	124	31	40 Foot
	309PM	3	3442	47	39	56	43	73	258	52	185	46	Artic
	332PM	4	3031	52	71	60	62	66	311	62	245	61	Artic
	340PM	5	3414	36	36	35	26	25	158	32	133	33	40' - Artic
	351PM	6	3439	50	54	70	52	32	258	52	226	57	Artic
	400PM	7	3409	54	65	69	59	59	306	61	247	62	Artic
	405PM	8	3427	53	46	31	32	42	204	41	162	41	Coach
	407PM	9	3025	18	24	17	16	10	85	17	75	19	Coach
	414PM	10	3438	36	34	41	37	26	174	35	148	37	Coach
	421PM	11	3432	52	45	42	54	25	218	44	193	48	Coach
	424PM	12	3437	32	37	30	35	34	168	34	134	34	Coach
	430PM	13	3442	63	49	51	42	21	226	45	205	51	Artic
	435PM	14	3073	56	66	76	63	51	312	62	261	65	Artic
	441PM	15	3408	28	26	24	24	11	113	23	102	26	Coach
	455PM	16	3076	61	71	45	65	53	295	59	242	61	Artic
	456PM	17	3443	38	49	72	30	19	208	42	189	47	Artic
	504PM	18	3031	71	56	37	52	39	255	51	216	54	Artic
	506PM	19	3414	24	25	28	19	18	114	23	96	24	Artic
	518PM	20	3409	23	22	29	35	22	131	26	109	27	Artic
	532PM	21	3439	49	55	49	50	26	229	46	203	51	Artic
	602PM	22	3437	37	26	43	42	25	173	35	148	37	Coach
	632PM	23	3443	16	27	27	22	11	103	21	92	23	40' - Artic
<b>PM Totals</b>				<b>961</b>	<b>980</b>	<b>983</b>	<b>922</b>	<b>782</b>	<b>4,628</b>	<b>926</b>	<b>3,846</b>	<b>962</b>	
<b>781 Total</b>				<b>1,869</b>	<b>1,910</b>	<b>1,912</b>	<b>1,839</b>	<b>1,528</b>	<b>9,058</b>	<b>1,812</b>	<b>7,530</b>	<b>1,883</b>	

# Maple Grove May 2013 Week "2"

Pick Eff 03/09/2013

									Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
Route	Trip Time	Trip #	Run #	0506	0507	0508	0509	0510		5		4	
<b>782</b>	530AM	1	3401	11	9	9	11	6	46	9	40	10	40' - Coach
	559AM	2	3415	26	28	21	22	19	116	23	97	24	40' - Coach
	627AM	3	3434	18	26	24	28	25	121	24	96	24	40 Foot
	657AM	4	3448	30	33	32	25	24	145	29	121	30	40 Foot
	723AM	5	3040	25	24	23	26	19	117	23	98	25	40 Foot
<b>AM Totals</b>				<b>110</b>	<b>120</b>	<b>109</b>	<b>113</b>	<b>93</b>	<b>545</b>	<b>109</b>	<b>452</b>	<b>113</b>	
<b>782</b>	336PM	1	3428	30	31	19	22	25	127	25	102	26	40 Foot
	406PM	2	3026	32	30	35	35	16	148	30	132	33	40 Foot
	436PM	3	3411	22	25	26	21	27	121	24	94	24	40 Foot
	505PM	4	3418	12	18	21	13	9	73	15	64	16	40 Foot
	534PM	5	3438	9	5	3	5	6	28	6	22	6	40' - Coach
<b>PM Totals</b>				<b>105</b>	<b>109</b>	<b>104</b>	<b>96</b>	<b>83</b>	<b>497</b>	<b>99</b>	<b>414</b>	<b>104</b>	
<b>782 Total</b>				<b>215</b>	<b>229</b>	<b>213</b>	<b>209</b>	<b>176</b>	<b>1,042</b>	<b>208</b>	<b>866</b>	<b>217</b>	
<b>783</b>	533AM	1	3403	11	11	8	11	8	49	10	41	10	40 Foot
	601AM	2	3418	16	18	15	22	15	86	17	71	18	Coach
	628AM	3	3433	24	38	31	26	21	140	28	119	30	Coach
	658AM	4	3449	53	43	33	34	39	202	40	163	41	Coach
	728AM	5	3403	24	28	35	28	23	138	28	115	29	40 Foot
	821AM	6	3433	27	16	24	23	20	110	22	90	23	Coach
<b>AM Totals</b>				<b>155</b>	<b>154</b>	<b>146</b>	<b>144</b>	<b>126</b>	<b>725</b>	<b>145</b>	<b>599</b>	<b>150</b>	
<b>783</b>	338PM	1	3042	19	25	22	21	28	115	23	87	22	Coach
	410PM	2	3425	38	45	38	39	26	186	37	160	40	Coach
	439PM	3	3417	41	44	33	41	24	183	37	159	40	Coach
	509PM	4	3042	29	25	34	24	14	126	25	112	28	Coach
	539PM	5	3432	16	12	20	22	15	85	17	70	18	40' - Coach
<b>PM Totals</b>				<b>143</b>	<b>151</b>	<b>147</b>	<b>147</b>	<b>107</b>	<b>695</b>	<b>139</b>	<b>588</b>	<b>147</b>	
<b>783 Total</b>				<b>298</b>	<b>305</b>	<b>293</b>	<b>291</b>	<b>233</b>	<b>1,420</b>	<b>284</b>	<b>1,187</b>	<b>297</b>	
<b>785</b>	548AM	1	3409	27	27	31	28	15	128	26	113	28	Coach
	623AM	2	3429	32	33	37	26	27	155	31	128	32	Coach
	648AM	3	3030	49	55	54	40	37	235	47	198	50	Artic
	702AM	4	3453	49	46	35	47	35	212	42	177	44	Coach
	715AM	5	3409	42	45	43	54	38	222	44	184	46	Coach
	730AM	6	3458	41	42	37	40	30	190	38	160	40	Coach
	745AM	7	3429	33	42	31	31	36	173	35	137	34	Coach
	800AM	8	3415	37	27	43	26	31	164	33	133	33	Coach
	818AM	9	3030	41	42	37	31	30	181	36	151	38	Artic
<b>AM Totals</b>				<b>351</b>	<b>359</b>	<b>348</b>	<b>323</b>	<b>279</b>	<b>1,660</b>	<b>332</b>	<b>1,381</b>	<b>345</b>	
<b>785</b>	308PM	1	3452	27	23	32	31	49	162	32	113	28	40' - Coach
	333PM	2	3451	28	30	27	30	38	153	31	115	29	40' - Artic
	403PM	3	3431	55	68	59	49	48	279	56	231	58	Artic
	411PM	4	3424	32	31	37	28	20	148	30	128	32	Coach
	434PM	5	3436	63	73	60	65	42	303	61	261	65	Artic
	448PM	6	3452	37	28	32	36	23	156	31	133	33	Coach
	502PM	7	3451	56	54	52	41	34	237	47	203	51	Artic
	533PM	8	3431	32	26	31	30	13	132	26	119	30	40' - Artic
	603PM	9	3436	12	20	15	17	11	75	15	64	16	40' - Artic
<b>PM Totals</b>				<b>342</b>	<b>353</b>	<b>345</b>	<b>327</b>	<b>278</b>	<b>1,645</b>	<b>329</b>	<b>1,367</b>	<b>342</b>	
<b>785 Total</b>				<b>693</b>	<b>712</b>	<b>693</b>	<b>650</b>	<b>557</b>	<b>3,305</b>	<b>661</b>	<b>2,748</b>	<b>687</b>	
<b>789</b>	658AM	1	3454	18	29	23	25	17	112	22	95	24	40 Foot
	801AM	2	3444	43	31	37	31	31	173	35	142	36	40' - Coach
<b>AM Totals</b>				<b>61</b>	<b>60</b>	<b>60</b>	<b>56</b>	<b>48</b>	<b>285</b>	<b>57</b>	<b>237</b>	<b>59</b>	
	243PM	1	3021	25	17	25	14	17	98	20	81	20	40 Foot
	443PM	2	3021	14	22	15	16	15	82	16	67	17	40 Foot
<b>PM Totals</b>				<b>39</b>	<b>39</b>	<b>40</b>	<b>30</b>	<b>32</b>	<b>180</b>	<b>36</b>	<b>148</b>	<b>37</b>	
<b>789 Total</b>				<b>100</b>	<b>99</b>	<b>100</b>	<b>86</b>	<b>80</b>	<b>465</b>	<b>93</b>	<b>385</b>	<b>96</b>	
<b>Grand Total</b>				<b>3,327</b>	<b>3,410</b>	<b>3,372</b>	<b>3,225</b>	<b>2,697</b>	<b>16,031</b>	<b>3,206</b>	<b>13,334</b>	<b>3,334</b>	

20.75% 21.27% 21.03% 20.12% 16.82% 100.00%

741	148	780
9,058	1,812	781-A
1,042	208	782
1,420	284	783
3,305	661	785
465	93	789
<b>16,031</b>	<b>3,206</b>	<b>Total</b>

May 6, 2013  
**DATE**

**REQUEST FOR COUNCIL ACTION**

**AGENDA ITEM NUMBER**

**ORIGINATING DEPARTMENT**

**AGENDA ITEM**

**CITY ADMINISTRATOR'S  
APPROVAL**

Administration

Authorize Advertisement for General Contractor Bids for the  
Parkway Transit Station Phase 2 Construction

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**PREVIOUS ACTIONS:**

On October 15, 2012, City Council authorized an agreement with LSA Design for professional services for Phase 2 of Parkway Transit Station in amount not to exceed \$421,500. On December 3, 2012, the City Council adopted Resolution 12-122 approving a funding application to the Minnesota Department of Transportation for funds for the construction of Phase 2 of Parkway Transit Station.

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**RECOMMENDED COUNCIL ACTION:**

Motion to authorize the City Administrator to advertise for and receive sealed bids for a General Contractor for Parkway Transit Station Phase 2 construction.

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**COMMENTS:**

Phase 2 of Parkway Station involves expanding an existing 501-stall surface park-and-ride lot by constructing 298 additional parking stalls of structured parking (one level) for a total of 799 stalls at this site. The concrete parking ramp will be constructed using the post-tensioned cast-in-place method. The footings and foundation for the parking ramp were installed in phase one. The basics of the Phase 2 design were approved in the PUD process for Phase 1. Attached is the project budget and funding sources.

Below is a “draft” timeline for the bid process. However, due to MNDOT being a funding partner, the first advertisement for bids cannot be placed for publication until they officially sign off on the project plans.

<b>Step #</b>	<b>Task</b>	<b>Completed</b>
1	Final Plans submitted to MN/DOT for comments	3/18/13
2	MN/DOT Completed final Review/Approved Bidding	5/3/13
3	MN/DOT CO Review/Approved Bidding	5/3/13
4	City Authorizes Advertisement for Bids	5/6/13
5	Advertisement to City of Maple Grove Official newspaper	5/7/13
6	First Advertisement for Bids	5/9/13
7	Second Advertisement for Bids	5/16/13
8	Pre-Proposal Meeting	5/21/13
9	Third Advertisement for Bids	5/23/13
10	Written Proposal Questions Due	5/23/13
11	Written responses from City to Proposers on Questions	5/30/13

12	Bids Submittal to City offices by 2 PM	6/4/13
13	Bids Publically Opened and Read at 2 PM	6/4/13
14	Bid Review	6/6/13
15	Recommendation to Award out in City Council Packets	6/10/13
16	City Action to Award Contract for Construction	6/17/13
17	Contract Preparation and Signatures	6/18/13
18	Execute Contract/Notice to Proceed	6/20/13

Attached is a draft of the bid advertisement that will be reviewed by the City Attorney's office before being submitted for publication.

# City of Maple Grove - Parkway Station Park-and-Ride Expansion: Project Budget

Project Item	Use of Funds	Sources of Funds			Total Sources	Balance/ Deficit
		Chapter 152	Met Council RTC	City Transit		
Construction	\$ 4,730,000	\$ 2,851,500	\$ 1,878,500	\$ -	\$ 4,730,000	\$ -
Professional Services	\$ 421,500	\$ -	\$ 421,500	\$ -	\$ 421,500	\$ -
Materials Testing	\$ 60,000	\$ -	\$ -	\$ 60,000	\$ 60,000	\$ -
Total	\$ 5,211,500	\$ 2,851,500	\$ 2,300,000	\$ 60,000	\$ 5,211,500	\$ -

Note: Cost figures expressed in 2012 dollars



## **Bus Service Changes May 20, 2013**

The new Maple Grove Transit pocket schedule dated May 20, 2013 includes the following service changes:

- A new temporary trip will be added to the **Route 781** leaving the Transit Station at 5:20 a.m.
- A new temporary trip will be added to the **Route 785** leaving the Parkway Station at 5:20 a.m.
- These temporary trips are being added due to the 694 road construction project described below.
- These new temporary trips have been added to allow some riders to take earlier trips to account for the potential for longer travel times. These temporary trips will be eliminated effective December 6.

## **I-694 Road Construction Project to Impact Maple Grove Transit**

The Minnesota Department of Transportation (MnDOT) has announced a major road construction project that is very likely to have impacts to Maple Grove Transit's commuter express trips. The project is on I-694 between Arden Hills/New Brighton and Hwy 100 in Brooklyn Center. MNDOT is expecting daytime traffic to be two lanes in each direction and restricted to a single lane each night throughout the project area. Ramps and loops will be closed and detoured during nearby work. MNDOT expects significant traffic delays in and around the project area. Details on the project can be found at the following website:

- <http://www.dot.state.mn.us/metro/projects/694west/index.html>

The project is slated to begin in early June 2013 and end in November 2013. At the time this newsletter edition went to print, specific construction staging details were not yet available. As a result, Maple Grove Transit riders are strongly encouraged to check the transit website ([www.maplegrovetransit.org](http://www.maplegrovetransit.org)) on a regular basis for updates on the project as well as impacts to Maple Grove Transit.

Even though the construction activity is not in the lanes that Maple Grove Transit buses typically operate on, the congestion back-up is forecasted to have a significant impact on freeway lanes the buses do utilize. For the inbound commute, it is expected that buses would be impacted on eastbound 694 prior to where they merge into eastbound I-94. Inbound delays could be stretch back to Brooklyn Boulevard. The outbound commute would likely experience delays on westbound I-94 beginning in the area of 53<sup>rd</sup> Avenue.

Effective with the May 20, 2013 round of bus service changes, Maple Grove Transit made some internal changes to how the buses are deployed to help minimize the impact the construction delays will have on the buses running on time. In addition, two new temporary trips have been added to the Route 781 and 785 at 5:20 a.m. as riders will be encouraged to take earlier trips to account for the potential for longer travel times. Detours for the express/freeway portion of the routes may be implemented with little or no advance warning depending on the road congestion levels. One potential detour will be to use Highway 169 and Interstate 394. However, the bus stop locations will not be changed due to this road construction project. Maple Grove Transit will make every effort to adhere to the published trip time schedule, but late arrivals are a possibility as there are many unknown variables with this project at this time.

In the coming days look for a copy of the new pocket schedule on the buses, at the transit stations, or on-line under Rider Alerts at [www.maplegrovetransit.org](http://www.maplegrovetransit.org). If you have any questions, please contact the Transit Administrator at [transit@maplegrovetransit.org](mailto:transit@maplegrovetransit.org) or 763-494-6005.



**“Draft”  
Details Forthcoming**

The map shows the downtown area of Fargo, North Dakota, with the route of the 2010 US Census highlighted. The route starts at point A on Central, goes north to point B on Nathan Ln., then west to point C on 109th Ave. N., south to point D on Zachary Ln., and east to point E on 101st Ave. N. From point E, the route goes south to point F on 93rd Ave. N., then west to point G on Zachary Ln. The route continues south along Zachary Ln. past Zachary Square and the US Census Bureau building. Key streets shown include 109th Ave. N., 101st Ave. N., 93rd Ave. N., 1st St. NE, Central, Jefferson Hwy. N., Revere Ln., Zachary Ln., Boundary Creek, and Nathan Ln. Landmarks include Zachary Square and the US Census Bureau building. The map also shows the locations of the 2010 US Census Bureau building and the US Census Bureau building.